Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$7,500,000, RESERVE FUND 4,600,000. PROPRIETORS 7,500,000.

COURT OF DIRECTORS :-CHAIRMAN-H. L. DALRYMPLE, Esq. DEPUTY CHAIRMAN-J. S. Moses, Esq. S.C.MICHAELSKN, Esq. T. E. DAVIES, Esq. Hon. A. P. McEwen. W. H. FORRES, Esq. L. Poesnecker, Esq. H. HOPPIUS, Esq. D. R. SASSOON, Esq. Hon. J. J. KESWICK. A. McConachie, Esq.

> · CHIEF MANAGER. HONGKONG-T. JACKSON, Esq.

MANAGER. SHANGHAI-JOHN WALTER, Esq. LONDON BANKERS-LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED N CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits :-For 3 months, 3 per Cent. per Annum. For 6 months, 4 per Cent. per Annum. For 12 months, 5 per Cent. per Annum. LOCAL BILLS DISCOUNTED. CREDITS, granted on approved Securities,

and every description of BANKING, and EXCHANGE business transacted. DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan. Chief Manager.

Hongkong, 13th May, 1890.

RULES OF THE

HONGKONG SAVINGS BANK.

I.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1. 2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor, may deposit more than \$2,500

n any one year. 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONG-KONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest. 4.—INTEREST at the rate of 31 % per annum will be allowed to Depositors on

their daily balances. 5.—EACH DÉPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented. with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7. WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are

FOR THE HONGKONG AND SHANGHAL BANKING CORPORATION. Chief Manager.

Tongkong, 13 h May, 1890; THE NEW ORIENTAL BANK CORPORATION, LIMITED.

PAID-UP CAPITAL£ 580,000.

Head Office.....40, Threadneedle Street.

West End Office.....25, Cockspur Street. BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 5 per Cent, per Annum,

ON CURRENT DEPOSIT ACCOUNTS 3 per Cent. per Annum on the Daily Balance. GEO. W. F. PLAYFAIR, Manager.

GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO, No. 2, Duddell Street, (Between the New Oriental Bank, and Mr. Lammert's Auction Rooms). Entrance from Duddell Street or Ice House St.

TR. GRIFFITH'S STUDIO is open daily IVI from 8 A.M. to 5 P.M. for producing First-class PHOTOGRAPIHC PORTRAITURE in all the Newest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

Hongkong, 2nd April. 1890

SURGEON DENTIST! No. 10, D'AGUILAR STREET. TERMS_VERY MODERATE,

Consultation free. Hongkong, 7th March, 1890.

Intimations.

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

1890. SUMMER SEASON, 1890.

WE are now showing a large and varied assortment of HIGH CLASS MATERIALS for

Tennis Flannels in all colors, Fine Undyed Angola Tweed White and Navy Blue Serges, Fancy Striped Washing Cashmeres, Cricketing Flannels, &c., &c. Striped and Checked Flannels, Twill Cashmere Coatings (a speciality),

Lisle Thread and Silk Hosiery,

Sun Helmets, newest Shapes, Bath Towels, Straw Hats, Terai Hats, Bathing Drawers, &c., and every requisite Leghorn Hats, Canvas Shoes, tor Gentlemen. Russia Leather Shoes, 1890. SUMMER SEASON. 1890.

HONGKONG TRADING CO., LTD. (Late THE HALL & HOLTZ C. Co., Ld.)

Hongkong, 23rd May, 1800

LANE, CRAWFORD & CO. HAVE JUST LANDED A NEW LOT OF

GROCERIES, PROVISIONS AND SUMMER DELICACIES.

Inglish Cured Bacon and York Hams. English and American Cheese. Gorgonzola and Requefort Cheese. Huntley and Palmer's Biscuits and Plumcakes. Van Houten's Cocoa, De Jongh's Cocoa. Paysander Tongues.

Stower's Lime Juice Cordial and Syrup. Cherry Brandy, Cherry Cordial, Ginger Wine. Napier Johnstone's Whisky, square bottles.

Cutler Palmer's "Pall Mall" Whisky & Invalid

Chambertin, Haut Sauterne, Chateau Larose, Margaux, Medoc. LANE, CRAWFORD & Co.'s special blend Teacher's Highland Cream and our usual stock of Wines, Spirits, Beer, &c.

Regular supplies of the Japan Brewery Co.'s Light Beer.

EARLY ORDS COS

Hongkong, 29th May, 1890. KELLY & WALSH, LD.

JUST LANDED.

SWEET CAPORALS. KINNEY'S STRAIGHT CUTS.

FULL DRESS STRAIGHT CUTS

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 27th May, 1990

HONGKONG. HE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that he will OPEN THE MARINE HOTEL, on or about the 1st May.

THIS FIRST-CLASS HOTEL is situated on the Praya, West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best the market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and will be fitted up in superior style. ENGLISH and AMERICAN TABLES. WINE and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction. JAS. EDWARDS, Proprietor. Hongkong, 21st March, 1890.

GOOD stock of Silver mounted Briar | Pitman's Shorthand Books. Wood Pipes in cases. Travelling Lopying Presses. Great variety of bindings in Prayer Books and Church Bervices. New Framed Pictures. Novelties in Photo Frames.

Immense stock of Tennis Bats including the new black and red Gut Racquets. New Banjo Music. New Waltzes.

HAS JUST RECEIVED Byron's Works in Case. Hughes's Nerves of Human Body. Gray's Electrical Influence Machines. Brewer's Pronouncing Dictionary of Haydn's Dictionary of Dates. Cassell's Popular Educator,

Ayer's Telegraph Code 150,000 words. First Aid in accident and sudden illness,

W. BREWER. HONGKONG HOTEL

Hongkong, 16th May, 1290.

STOCK TAKING SALE,

REDUCED PRICES,

ONLY. ASH Waterproof COATS & Inverness CAPES from \$5 ROPICAL TWEED COATS & pants, \$13.50 Leggings and over SHOES. DRESS SUITS from \$20: English-made BOOTS and SHOES .. LINEN, DRILL and DUCK SUITS. UMBRELLAS, Summer UNDERCLOTHING FLANNEL, SERGE and MERINO. in all materials, HANDKERCHIEFS, &cc FRENCH CAMBRIC printed SHIRTING. ROBERT LANG & Co.

ESTD. 1864.

Hongkong, 17th May PCO

SHERRIES-Pale, Gold, and Brown.

PORTS-Specially Selected Vintages. CLARETS { A very choice and large selection from \$3.50 @ \$79

HOCKS-BURGUNDIES-CHAMPAGNES.

CALDBECK, MACGREGOR &'Co.,

WINE AND SPIRIT MERCHANTS, ALE AND STOUT MERCHANTS.

Hengkong-18; Queen's Road.

Potices of Firms.

NOTICE.

CRUICKSHANK & Co., LIMITED.

N / R. JAMES STEPHEN has been appointed IVI GENERAL MANAGER of the above named Compiny from the 1st of June next. Until that date he will conduct the business as Acting

WM. CRUICKSHANK, General Manager. Hongkong, 22nd May, 1800 THE TRUST AND LOAN COMPANY OF

CHINA, JAPAN, AND THE STRAITS, 'LIMITED.. TAR. DE WESTLEY LAYTON has been IVI appointed SECRETARY of the Company's

Branch Office in Hongkong By Order of the Board of Directors, WM. H. FORBES,

Chairman of Hongkong Committee. Hongkong, 3rd May, 1890.

Unsurances.

THE FUNDS OF THE

STANDARD LIFE OFFICE A RE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Six and three-quarter Millions Sterling, and are increasing yearly. marked preference continues to be shown for STANDARD POLICIES, and every year since 1865, New Assurances for upwards of £1,000,000 Sums Assured have been placed on the booksa result continued uninterruptedly for so long a period by no other British Office.

ADAMSON, BELL & Co., Agents, Hongkong. ATLAS ASSURANCE COMPANY OF" LONDON.

THE Undersigned, having been appointed Agents for the above Company, are propared to ACCEPT RISKS against FIRE at Current Rates.

EDUARD SCHELLHASS & Co., Agents. Hongkong, 12th April, 1800. FIRE INSURANCE COMPANY, OF 1877

IN HAMBURG. THE Undersigned having been appointed. Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & Co.,

Agents. Hongkong, 1st July, 1889. GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co., Hongkong, 1st July, 1880. INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED,

THE Undersigned having been appointed Agents for the above Company are prepared to accept MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co. Hongkong, 5th November, 1889. GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.) CAPITAL TAELS 600,000, \$833,333-33

EOVAL TO RESERVE FUND \$318,000.00 " BOARD OF DIRECTORS. Lo Yeur Moon, Esq. LEE SING, Esq.

Lou Teo Shun, Esq. MANAGER.—HO AMEI. ARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the

HEAD OFFICE, 8 & 9, PRAYA WEST. Hongkong, 17th December, 1885.

NOTICE. THE MAN ON INSURANCE COMPANY

LIMITED. CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISES at CURRENT RATES ON GOODS &c. Policies granted to all Parts of the world pay-ble at any of its Agencies."

Secretary. HEAD OFFICE. No. 2, QUEEN'S ROAD WEST. Hongkong, 1st February, 1882.

WOO LIN YUEN

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.

ONSIGNEES of Cargo per Steamship "CITY OF RIO DE JANEIRO! The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense, CHAS. D. HARMAN,

Agent Hongkong, 23rd May, 1890.

STEAMERS. THE SCOTTISH ORIENTAL STEAMSHI

COMPANY, LIMITED. FOR SWATOW, SINGAPORE AND BANGKOK THE Company's Steamship

AND STATE OF CHOW FA." Captain P. W. Phillips, will be despatched for the above Ports, on SATURDAY, the 31st inst. at Noon of the second second second For Freight or Passage apply to

YUEN FAT HONG. Complete the will distribute Agents. L. Hongkong, 17th May, 1290.

Shipping.

STEAMERS.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE (PASSING THROUGH THE INLAND SEA.) THE P. & O. S. N. Co.'s Steamship

"ANCONA" Captain W. D. Mudie, will leave for the above places, TO-MORROW, the 31st inst., at DAY-

E. L. WOODIN. Superintendent.

Hongkong, 23rd May, 1800. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA THE Company's Steamship

"KUTSANG," Captain Young, will be despatched as above TO-MORROW, the 31st inst., at 3 P.M. For Freight or Passage, apply to TARDINE, MATHESON & Co.,

General Managers. Hongkong, 27th May, 1890. FOR NAGASAKI (DIRECT). THE British Steamship

"AVOCHIE." Captain T. Rowin, will be despatched for the above Port, TO-MORROW, the 31st instant,

For Freight or Passage, apply to Hongkong, 20th May, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED. FOR SWATOW, AMOY & FOOCHOW. THE Company's Steamship

Captain Pocock, will be despatched for the above Ports, on SUNDAY, the 1st June, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 20th May, 1890. THE CHINA SHIPPERS' MUTUAL STEAM

NAVIGATION COMPANY, LIMITED. FOR LONDON.

THE Steamship T. Stainton, Commander, will be despatched for the above Port, on or about the 9th June.

For Freight, apply to ARNHOLD, KARBERG & Ca,

Hongkong, 27th May, 1890. SAILING VESSELS.

FOR NEW YORK. THE 3/3 A. I. I. American Bark

"C. C. CHAPMAN." A. J. Hichborn, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to REUTER. BROCKELMANN & Co.

Hongkong, 23rd May, 1890. FOR NEW YORK.

THE 3/3 L. I. I. British Ship "PATAGONIA," Hibbert, Master, will load here for the above

Port, and will have quick despatch. For Freight, apply to RUSSELL & Co. Hongkong, 5th April, 1890.

FOR SAN FRANCISCO. THE 3/3 L. I. I. American Ship "WILLIAM H. MACY," Amsbury, Master, will load here for the above

Port, and wi'l have quick despatch. For Freight, apply to RUSSELL & Co. Hongkong, 12th March, 1890.

Mails. CANADIAN PACIFIC STEAMSHIP

COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED

STATES AND EUROPE, THE CANADIAN PACIFIC RAILWAY AND OTHER COMMECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA" 2,553 Tons Register, Captain Williamson, will be despatched for VANCOUVER, B.C., via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA, on THURSDAY, the 12th June, I P.M.

at Noon. To be followed by the S.S. "ABYSSINIA" on the 3rd July and S.S. "PARTHIA" on the Connection will be made at Yokohama with the Company's Office until FIVE P.M. the day Steamers from Shanghal and Japan Ports, and

at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers. Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows :-To Vancouver and Victoria ... (Mex.)\$210.00 To Montreal, New York, &c...... 290.00 To Liverpool 325.00

To London 330.00 To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

sent to the Company's Offices, addressed to discount of to per cent. This allowance does Mr. D. E. BROWN, District Freight Agent, not apply to through fares from China and Vancouver, B.C. Freight will be received on board until 4 P.M.

on the 11th June. 1 All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing. For information as to Passage or Freight,

ADAMSON, BELL & Co. Hengkong, 16th May. 1900

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, YIA OVER-LAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for San Francisco, vid Votobama, on TUESDAY, the 3rd June, at t P.M., taking Passengers and Freight for Japan,

the United States, and Europe. Through Rills of Lading issued for transpretation to Vokobama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Rallwave to Havana, Trinidad, and Demerara, and to perts in Mexico, Central and South America.

by the Comozav's and connecting Steamers. Trengh Passage Tickets granted to England. France and Germany by all trans-Atlantic lines

ર્ગ ડેસ્ટ્રાસ્ટર્સ્ટ First-class Fares granted as follows :-To San Francisco.....

To San Francisco and return ? available for 6 months. To Liverprol...... 325,00

To London.... To other European Points at proportionate rates. Special reduced rates exanted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on

المنيئة المنياسة Passenger he this line have the option of manufine Oregand by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Perpensers who have noid fell fare, re-embarking at Can Francisco for China or Japan (or the meets within one year will be allowed a different of to the cont. This allowance loss not apply to through faresifron Chien and 7-Aire to France. Freight will be received on board until 4 P.M. theday mevious to sailing. Parcel Packages will

be received at the Office until & P.M. same day; all Placed Probages should be marked to address in full: walue of same is required. Consular Involces to accompany Cargo desshed to Points beyond San Francisco, in the United States, should be sent to the Company's

Office in Sealed Envelopes, addressed to the Collegent of Customs at San Francisco. For further information as to Passage and Prejoint apply to the Agency of the Company, Vo. co.A. Queen's Road Central.

C. D. HARMAN, Wandmin 12th May ston

NORDDEUTSCHER LLOYD. NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ PORT SAID. BRINDISI. GENOA ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK

LONDON, NEW YORK, BOSTON. BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. THE COMPANY'S STEAMERS, WILL CALL AT

SEA AND BALTIC PORTS:

AND LUGGAGE. N.B.-Cargo can be taken on through Bills of Lating for the principal places in RUSSIA.

SOUTHAMPTON TO LAND PASSENGERS

N WEDNESDAY, the 4th day of lune, J 1890, at 4 P.M., the Company's Steamship "NECKAR," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA. Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 p.m. Specie and Parcels until 3 p.m., on 3rd June, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

and carries a Doctor and Stewardess. For further Particulars, apply to MELCHERS & Co. Agents. Hongieung, 12th May, 1800.

OCCIDENTAL AND ORIENTAL STEAM SHIP COMPANY. TAKING CARGO AND PASSENGERS TO . JAPAN, THE UNITED STATES,

The Steamer has splendid Accommodation

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 14th June, at

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full; and the same will be received at

recylous to salling. First-class Fares granted as follows :--To San Francisco.....\$225,00 To San Francisco and return, 393.75 available for 6 months......

To London 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the. Imperial Chinese Customs, to be obtained on application. Passengers by this line have the option of proceeding Overland by the Southern Pacific

and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Passengers, who have paid full fare, re-embark-Consular Involces to accompany Cargo des- ing at San Francisco for China or Japan (or tined to Points in the United States, should be wice verse) within one year will be allowed a

> Tapan to Europe. Consular Involces to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Custosas,

San Francisco For further information as to Freight or Passage, apply to the Agency of the Company No. 504, Queen's Road Central. C. D. HARMAN,

Hengkong, stud May, 1800.

Untimations.

DAKIN BROS. OF CHINA. LIMITED. CHEMISTS.

ERATED WATER MANUFACTURERS.

WINE & SPIRIT IMPORTERS.

CHAMPAGNE LEMOINE, CUVEE ROYALE.

VIN BRUT,

We are sole Agents in China for the sale of this splendid wine. . It is supplied regularly to the households of H.R.H. The Prince of Wales, H.R.H. The Duke of Edinburgh, to most of the leading Clubs in London and the provinces, and is also largely

patronized at the military and naval stations at home and abroad. It is a Champagne of the highest character, absolutely, natural, without either artificial sweetness or dryness, and we can confidently recommend a trial to all judges of good wine.

Per Case 1 dozen qts. \$22; per bottle \$2.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL. Hongkong, 20th May, 1890.



BY APPOINTMENT. A. S. WATSON & CO., LD

ESTABLISHED A.D. 1841. MANUFACTURERS OF AERATED

WATERS. OUR AERATED WATER MANUFACTORY

is replete with the best Machinery, embodying all the latest improvements in the trade. . The greatest attention has been paid to appliances for ensuring purity in the Water-supply, to

secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere. The purest ingredients only are used, and the utmost care and cleanliness are exercised in the

manufacture throughout. LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those o our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS. whenever practicable, are despatched by first steamer leaving after receipt of order. FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and

the full amount allowed for Packages and Empties when received in good order. Counterfoil Order Books supplied on applica-

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG. And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always. kept ready in Stock :-PURE AERATED WATERS SODA. WATER

> POTASH WATER SELTZER WATER

LITHIA WATER SARSAPARILLA WATER TONIC WATER GINGER ALE

LEMONADE

GINGERADE. No Credit given for bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used

again by us. A. S. WATSON & Co., LIMITED,

Hongkong, China, and Manila.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Honghong Telegraph" and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and

not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for

TO ADVERTISERS. Advertisers are requested to forward all notices intended i insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Fer East, and is therefore the best medium for Advertisers. Terms can be learnt on application. The Hongkong Telegraph's number at the Telephone Central Exchange la No. 1.

TO SUBSCRIBERS · Bubscribers to The Hongkong Telegraph are respectfully teminded that all Subscriptions are payable in advance.

Hongkong, Friday, May 30, 1890.

LOCAL AND GENERAL

We learn that Xavier, who absconded with \$1,100 belonging to the Supreme Court last Tuesday, chartered a launch to take him to Macao, and on arriving there told the man in charge to apply to the Government here for payment i

LAST evening a coolie was arrested whilstattempting to commit suicide off the Canton wharf. In the Police Court this morning he stated that as all his money had been stolenfrom him, he had no further desire to live, and | in one instance when the audience cheered to the wished to drown kimself. Mr. Wodehouse very sensibly and generously ordered two dollars to be paid him, that he might return to his village.

THE Irish mile is 2,240 yards. The Swiss mile is 9 15 2 yards. The Italian mile is 1,766 yards. The Scotch mile is 1,984 yards. The Tuscan mile is 1.808 yards. The German mile is 8,1c6 yards. The Arabian mile is 2.143 yards. The Tuckish mile is 1,826 yards. The Flemish mile is 6,869 yards. The Vienna post mile is 8,:96 yards. The Roman mile is 1,628 or 2,025 yards. The Werst mile is 1,167 or 1,337 yards. The Dutch and Prussian mile is 6,4' o yards.

The Swedish and Danish mile is 7,341.5 yards,

The English and American mile is 1,760 yards.

THE Jews, says the Marquis de Mores, who are not at all theorists, but shrewd, far-seeing schemers, have, by getting hold of all centralized powers, been able to wield an influence in the management of national affairs, which has been none the less absolute for being exercised in secret.

THE Band of the A & S. Highlanders will play the following programme at the Barrack Square, to-morrow evening, commencing at 7.30 o'clock:-Quadrille "Promenade" Ga op "....."Fantasla".....

THE Japanese Government is stated to have | p.m.:granted permission to the Russians to procure coal for the Pacific squadron and the Dobrovolnoe Flot at the Haronai mine in Otaru. At the present juncture this "friend pidgin" is somewhat instructive in view of the latest developments in the North, especially in the Korean peninsula,

THE adjourned hearing of the action for damages caused in collision, brought against the owner of the Sun Hing junk by the owner of the steamship Pollux, was resumed at the Supreme Court this afternoon, by the Acting Chief Justice, with Capt. Pocnck, of the Namea, sitting as assessor. After hearing the address made by Mr. Leach on behalf of the plaintiff his lordship deferred judgment

ULES VERNE lives at Amiens, the capital of the iments since Department of Somme, France. Verne is not the distinguished novelist's real patronymic. Present Stock His family name is Olchewitz, which is decidedly more in keeping with his Polish origin," for I declining, but they are still quite out of the by birth he is a Pole. | Jules left his native | reach of English buyers. The stock of Kiukiang Warsaw when a youth of eighteen, and during | teas consists mainly of tarry Ningchows to his years of early struggle in Paris was often | which it is difficult to attach an exact value. indebted to his elder brother William for Keemuns are still freely taken on arrival and the means of procuring the necessaries of the yield of first crop from this district is nearly life. He is now sixty-eight years of age, is the exhausted. youngest of three brothers, of whom the eldest died about a year ago, at the remarkable age of one hundred and ten. Casting about for a penname, he adopted the expedient of translating the initial syllables of his family name (which English means "beech") into its French equivalent, Verne. He is now engaged on a great work, which will give a full revelation in regard to his true name and early Parisian

experience.

THE annual meeting of the members of the Victoria Recreation Club was held in the Gymnasium last evening. Mr. F. W. Koch presided, and the attendance was small. consisting principally of Portuguese who had rolled up for the purpose of electing one of their | is left to breathe in the patient's mouth. Still number to the Committees. The report and accounts for the past year were adopted, on the | friend, when fishing in Cleveland, was asked by motion of the Chairman, seconded by Mr. H. W. a peasant to give him a "wick" (live) trout to Sampson. By general acclamation Mr. Thos. | lay on the stomach of one of his children who lackson was re-elected Chairman, and the hallot for Committees resulted as follows:--: Bath-house: Messrs. J. M. Laing, A. Stephen, and M. Souza; Boat-house. Capt. Davidson, Messrs. E. Freidrichs and Turner; Gymnasium: Messrs. D. Kennedy, F. W. Koch, and C. H. Thompson; hon, treasurer, Mr. R. T. Wright; hon, secretary, Mr. G. C. C. Master.-In answer to a question the Chairman' said that the subscriptions for the last Regatta fell off so considerably, and the expenses were so increased, that probably the Club would have to hold the next along the shore, and so save the cost of a flag-ship. The proceedings then terminated.

A CERTAIN retail merchant put a sign on his store which read "Good Butter for Sale Here." His friends, one after another, came along and criticised the sign. One suggested that that the | tickling on the two occasions on which he names word "good" was superfluous, for he would not trout. "Here comes the trout that must be expect to sell any other kind than good butter. | caught with tickling.", says Maria (".Twelft) Accordingly, this word was taken from the Night," II, 5, 25:) and Pompey (" Measure for sign. Another said that the final word "here" Measure," I, 2, 92,) speaks of "groping for trouts was unnecessary, because a merchant would not attempt to sell butter anywhere else than in his store. Still another suggested that the phrase "for sale" was superfluous. for he would not have the butter for any other purpose than to sell. By successive alterations based upon these suggestions of his friends, the sign was at last reduced to one word—"Butter." Finally, some one else came along and convinced him that even that word was unnecessary. because every country store kept butter. People expected to find butter in retail grocery stores. and therefore advertising that article was altogether unnecessary. Thereupon the merchant withdrew the little that was left of the sign.

THE "benefit" which was organised for the ladies who lately formed Hudson's Surprise Party drew a very large and enthusiastic audience to the City Hall theatre last night, and proved a big success. The labor of entertaining was pretty fairly divided between the fair beneficiares and half a dozen of our amateurs, and encores were the order of the evening. The glee "Sweet and Low," by the principal vocalists, opened the ball, and was followed by a balled about "Mother putting the babies to bye-bye," sung by Miss Clements with such pathos that it evoked an encore. Miss Linton and Miss Roberts fetched the multitude with their double song and dance "Pretty as a pink," and, subsequently, gained great applause in a sand-dancing specialty, although Miss Roberts was far from well, and was taken rather seriously ill on leaving the stage. Miss Baher, who of course was the vocalist of the evening, opened with "Dear heart," and when recalled, sang "Twas within a mile of Edinboro toon," Buther best effort was in the recitative and "Maritana," "Scenes that are in which she shewed operatic powers of a high order. Mr. C. Lammert essayed the hoary serenade "Come into the garden. Maud," and not unsuccessfully, as he was brought back to sing "The lass of Richmond Hill:" and he subsequently got through the duct "Love and War," with Mr. Crow in even better style. Mr. Crow, who also was heard at his best in the duct, favored audience with "The Demon King" and eyes with much effect. Miss Nellia. Harley had a double turn, in "Jolly little chap" and "I don't care if y' don't love me." The words lacked the true poetic ring. but the audience caught right on, and would scarcely be content with single recalls. Mr. J. M. Laing mildly supported Mr. C. Lammert, Miss Baber, and Miss Harley in the quartette "You swear to be good and true," and was audible in the glees. Unbroken silence, excepting echo, characterised the recital of Aytoun's stirring lay "The Island of the Scots." by Mr. R. Fraser-Smith. The veteran elecutionist has rarely been heard to better advantage, or secured warmer plaudits. Mr. H. H. Lightwood's patter song from the Sorcerer, "John Wellington Wells," given in character, was short and taking, and, secured well-deserved applause. The hardest worked man of the evening, though, was Mr. G. P. Lammert, who acted as accompanit. In that capacity he helped greatly and his interpretation of Liszt's "Rhapsodie No. 2" was nothing short of brilliant. At the conclusion Mr. Stanley Seton, late the pioneer of Hudson's Surpre Party, thanked the audience on behalf of the

lady members in a few graceful words, express-

ing their warm appreciation of the unvarying

courtesy and kindness that had been extended

to them during their stay in Hongkong.

IT is rumoured that the China Merchants' Co. is about to withdraw the Kiang Kwan from the Canton line. We give the report for whatever it may be worth.

In 1805 there were thirty-five translation of the Scriptures in existence. Since the formation of the British and Foreign Bible Society in that year ten millions of money have been expended in the work of circulating the Bible, and there are now, counting dialects as well as languages, nearly three hundred translations of the Striptures.

THE Band of the A. & S. Highlanders will play the following programme in the Public Gardens. on Monday, the and prox., commencing at 8.30

"Silver Trumpets"Viviant.
"The Blue Danube".........Strauss. PIPERS PROGRAMME.

"Reel of Tulloch" "The Hills of Glenorthy"
T e Bran Mar Highlanders THE N. C. Daily News gives the following

Hankow tea statistics; for the 20th May :-Osnfa & Ningchow & Oonam. Keemun. Holhow & Lohests. Lohests. Lohests. Lohests. Lohests. To al arrivals 141,780 219,700 232,616 23,921

" Tulloch Ghorra "

tlements 115 453 161,035 172,474 20,220

26,327 58,665 60,142 3,701 For Hankow teas the market is rapidly

THE trout, says a writer in the Gentleman's | upon by a special committee only the marginal Magazine, is derived from a word meaning to | notes need be read. With respect to private eat, just as salmon from one meaning to leap. bills the sub-committee decided that they The former fish has acquired some celebrity in | should not only be advertised in the folk medicine. Thus it is a superstition of Government Gazette, but also in a local paper. Shropshire that a pie-dish full of cider should be | One member wanted to add "and one Chinese taken down to a river and a good-sized trout caught and drowned in the cider, would make a mittee also recommended that Wednesday be person recover from the whooping-cough. Trout and cider were then to be carefully carried back to the house, and the sick person must eat the trout after it has been fried and drink the cider. In Northumberland for the same ailment a trout's head is put into the mouth of the sufferer, and, as it is said, the trout more curiously, Mr. Henderson relates that a was much troubled with worms, a trout so applied being a certain cure for that complaint. As to the time when a fisherman should go forth, the Herefordshire rhyme says :---

When the bud of the Aul (Alder) is as big as the trout's eye. Then that fish is in season in the over Wye. "Shropshire is full of t out and Tories," says

another proverb. Several others may be here gathered :--

The best trouts must needs make the best sport. You must lose a fly before you can catch a trout.
Said the cheyin to the trout: My head's worth a' thy book (bulk). On chatouille a truite pour la mieux prendre. Faute de truites on mange des barbeaux. Le cerf et la truite on la meme saison. Skilled hands eat trout.

Trout are not caught with dry legs. It is much to be feared that this last (a Spanish proverb) has a posching savor about it. Evidently it only thinks of catching trout as being tickling them. Even Shakespeare falls back upon in a peculiar river."

MEETING OF THE LEGISLATIVE

A meeting of the Legislative Council was held this afternoon. There were present :-His Excellency the Officer Administering the Government (Mr. F. Fleming); the Acting Colonial Secretary (Mr. W. M. Deane), Mr. S. Brown, Surveyor-General: Mr. W. M.: Goodman Attorney-General: Mr. A Lister, Colonial Treasurer: Mr. N. G. Mitchell-Innes, Acting Registrar-General: Messrs. P. Ryrie, C. P. Chater Ho Kai (unofficial members), and Mr. F. A Hazeland, Acting Clerk of Councils.

The minutes of the last meeting were read and

HER MAJESTY CONCURS.

His Excellency had pleasure in informing the Council that Her Majesty the Queen had supported his action in appointing Mr. Ryrie and Dr. Ho Kai members of the Council, and they would therefore take the oaths.

The two gentlemen were then sworn in.

The Acting Colonial Secretary laid on the table the Harbour Master's Report for 1880, and reports from the Hon. O. Chadwick on the Yauma-ti Water supply, the sewerage of the High Level district, and the proposed distribution system of the waterworks. A portion of them appears separately in another part of this issue. THE RACE-COURSE.

The Acting Colonel Secretary moved that a recommendation by his Excellency that the Council vote the sum of \$8,000 for works in the Wong-nei-chung Valley, inside the Race Course, be referred to the Finance Committee.

His Excellency thought it only right to say that that amount would not be sufficient to re-turf the Race-course and fill up the pend, but insemuch as the work would take a long time, it was improbable that the amount expended during the present year would exceed the vote. The total amount would probably reach \$14,000. \$2,000 would be devoted to the resturning, and the rest would be available! for filling up portions of the pond. The Committee might possibly be in favor of the re-turfing and yet prekr to leave the filling-up until next year, but he reminded them that it had been strongly urged as a very desirable step, and he favored it as being not only conducive to the interests of sport but also of health. Still, he left it entirely to the discretion of the Committee. There was a pretty unanimous opinion as to the re-turling, indeed it should have been commenced a month or two ago. But he was reluctant to expend money before it was voted. and although he had instructed the Surveyor-General to inquire into the matter he did not authorise him to commence operations, preferring to await the decision of the Finance Committee.

AN EXPERIMENT.

His Excellency, referring to a vote of \$230.80 economically cultivating in the Colony valves. bovine vaccine-lymph, said that although it . 9. The second or Caine Road zone is supplied, was merely an experiment, the observations made in connection with it would justify the pressure due to the elevation of the reservoir on the Peak District at 45,000 gallons a day. outlay. The matter was an important one, and Bowen Road. In the eastern part, the supply 1 1 111,000 gallous a day.

it might turn out that the money had been well from Tytam is to be supplemented from Pokfulam expended.

THE HOSPITAL NURSES. ...

The Acting Colonial Secretary moved that a recommendation to vote the sum of \$534, being additional sum required to defray the salaries and rations of Nursing Staff for the Civil Hospital, for six months of 1800 be referred to

the Finance Committee.

His Excellency added that all the correspondence in conviction with the matter would be presented, but he might state that shortly before his departure Governor des Vœux was advised tha it would be more beneficial if trained English nurses were obtained for the Civil Hospital, in place of the Catholic Sisters. After giving the matter every consideration His Excellency, with some reluctance, decided that the suggestion, was a good one, and notice was given to the Sisters that their services would not be required after the end of June. Excellency had not time, before his departure, to communicate with the Secretary of State on the matter, so he (the speaker) did so, asking for the home Government's approval The scheme involved slightly increased expenditure, but the staff of Sisters had found their number too small, and if they had been staying they would have had to increase it. Th Secretary of State, at his request, had intimated his approval by cable, a few days ago, so that

GRATUITY. A vote c' > 27; to the widow of the late F MacBean: 1 of and interpreter at the Supreme Court, was referred to the Finance Committe.

the nurses would shortly be engaged.

THE STANDING ORDERS. . . The Attorney-General moved that the Counci adopt the report of the sub-committee appointed to revise the Standing Orders. He said that the existing rules had been framed in accordance with Royal instructions which were repealed last year, and consequently required alteration. There were 'not' many changes, and on all except two the sub-committee were unanimous. M: MacEwen was out-voted in proposing tha when a Bill had been considered and reported newspaper," but was out-vot d. The sub-comthe day for the Council meetings, subject to

At the suggestion, of His Excellency the Council wen into committee on the Bill. The remainder of the proceedings will be detailed to-morrow.

THE PROPOSED DISTRIBUTAR. SYSTEM OF THE VICTORIA WATER WORKS.

Mr. Osbert Chadwick writes to the Colonia Secretary under date the 28th December, 1889:-I have the honour to report that I have

examined the project for the distribution of water in the city of Victoria, Hongkong, prepared by

2. I beg to recommend the adoption of this project, subject to certain slight alterations and additions, which I shall describe, in detail, later on. Before doing so, however, it is necessary to describe shortly, the principal features of the original project.

3. It is proposed to connect the extremity of the Pokfulam aqueduct, near to the Albany Tanks, with the new Tytam Filter-beds, by means of a pipe; so that any surplus water afforded by the Pokiulam system, over and above the quantity that can be conveniently filtered and distributed from the filter-beds, now in process of construction, near to Victoria Battery, may pass on to the Tytam Filters, and be there purified and distributed; just as if it came from the Tytam Reservoir.

4. Mr. Cooper points out that the storage capacity of the Tytam Reservoir bears a larger proportion to its collecting area than that of Pokiulam. Consequently the Pokiulam Reservoir may be full to overflowing, whilst the Tytam is still, only partially full. Under these conditions, the proposed connection allows of the great part, indeed of the whole, of the supply, being taken from Pokfulam, so as to prevent an overflow and waste of water there; whilst the surplus storage of Tytam is being fully utilised. In short it makes it possible, not actually indeed," but in effect, to store in the. Tytam Reservoir surplus water, for which there measure of the capacity of a waterworks. It greatly reduces the risk of interruption to the supply, in the event of an accident to the Tytam the recent heavy rains, and which may, therethe adoption of this arrangement.

Service-reservoir is 383'8 feet above Ordnance | the higher districts for some time to come. street would be, at times, 372 feet and 424 feet; | 20. The general arrangement proposed inch and 184bs, respectively.

lbs. per square inch).

7. In accordance with this principle, the proabove Staunton Street, Market Street ; and High Street to the west. Eastward of the No. 2 will be erected. the contours of 150 and 250, and consists princito the Pokiulam aqueduct, consisting principally [reduced, and Motor No. 3 erected. Before of the tenements, abutting on Robinson Road. both aqueducis; the distributary system being part of Caine Road district. From this point,

principally from Tytam, under the unreduced

if necessary.

10. The third or Robinson Road district is supplied direct from Poktulam only; it consists principally of the houses between Robinson

Road and the Pokiulam aqueduct. 11. This arrangement is sound in principle. Provision has been made for connecting one zone direct to the other, in case of fire, either partially or throughout its whole extent. several districts and sub-districts may each be shut off separately, and each may be supplied from either source. Thus the risk of interruption is reduced to the minimum.

12. It is with regard to the extent and manner of supply of the upper district, that a modification of the original project seems desirable. Many houses are so near to the level of the Pokiulam aqueduct, that the water will rise but little above the ground-floor. To afford even this imperfect supply, pipes must be provided of diameters out of ordinary proportion to the extent and importance of the district, 12", 10" and 8"; as large as the principal mains in the lower zone. The available head is so small that loss by friction has to be reduced to a minimum by enlarging the diameter of the pipe. 13. Eastward of the termination of the Poklu-

lam aqueduct, at the Albany Tanks, houses exist, even as high as 600 feet above the sea. I see no reason why the restriction, as to building above the aqueduct, should not be abolished along both conduits. Proper precautions being adopted for the drainage of such districts the water would be perfectly safe from contamination. Indeed if the the surface of the Pokiulam aqueduct were converted into a public road like | any cause. From it, a'3" wrought-iron pumpingthe Bowen Road; its waters would be much main will be laid to a reservoir near the Flagsafer than in its present condition, difficult of staff, whence the Peak district will be supplied access, unseer, and where in cutting, forming a | The details of the distribution of this supply form

will probably extend, which cannot be supplied | near to this pumping-main, at about 600 (cet with water, from either aqueduct, by direct gra- | above Ordnance Datum, a small reservoir should vitation, To give water to this district, either a | be erected, for the Robinson Road. From it a subsidiary waterworks, at a high level, must be | pipe is to be laid down to the Pokfulam aqueconstructed (not a very easy task) or water must be pumped to them, from the existing works. It is true that it might be possible to collect water, sufficient for the immediate want of the district, from water-courses, on the hill-sides above them. This would be scarcely a satisfactory arrangement. The gathering-grounds of these sources must be watched and protected from pollution. Filtration also would be necessary. These scattered waterworks would be difficult of access, and therefore imperfectly supervised, is desirable to concentrate the works, as much as possible. Lastly a demand has arisen for a water-supply for the Peak District.

15. The reduction of pressure in the water. supplied to the lowest zone forms an available source of mechanical power. The low-level zone will be, as it were, supplied from subsidiary reservoirs constructed at a level of say 275 fest above Ordnance Datum. That for the Tytam system would be about the level of the gardeners houses, on the Garden Road, that for Pokiulam, a little above. Bonham Road." reducing valves, already mentioned, perform the work of a ball-valve regulating the level of the water in the reservoirs, opening and admitting water when it is low, shutting it off when -full. With this difference however, that they act, not by the rise and fall of 'the water-surface in a Mr. Cooper, A.M.I.C.E., and submitted to you, cistern, but by the rise or fall of pressure in the with his letter dated 13th April, 1889, (C.S.O. | pipe beyond them; and thus do away with the necessity for a reservoir.

16. Taking the average daily consumption of Poklulam water by the lower district at 750,000 galions per day, or 520 gallons per minute, falling from 436 feet (the level of the bottom of the Pokfulam Reservoir) to 275 feet; the power developed would be 25 horse power, or sufficient to raise about 60 gallons per minute or 86,400 gallons per day to a height of 1,364 feet above the bottom of Pokfulam Reservoir, or to a height above the Ordnance Datum of 1,800 feet, that of the Observatory at the Peak.*

17. Similarly, for the Tytam system, 1,500, gallons a day, or about 1,000 gallons a minute falling from the level 354" (the bottom of the reservoir) to 275' would develop about 24 horse power, sufficient to raise 230 gallons a minute to a height of 346 feet above it, or the level 700 above the sea, which would be more than sufficient for the Robinson Road zone, and would include the highest existing house on the Peak

18. In the preceding calculations no deduction has been made for friction and other losses. Estimating there liberally, however, it may be safely asserted, that by the use of motors, worked by the surplus head of the aqueducts, above that proper for the lowest zone of the town, and driving pumps; then for every hundred gallons consumed by the lower zone from Pokiulam Reservoir about six gallons may be pumped to the Peak; and for every 100 gallons used is no room in the Poksulam Reservoir; and the same zone from Tytam Filters, about 10 or thus to increase materially the available supply | 12 may be pumped, high enough to supply all in dry years; which is, after all, the true houses in the highest zone up to about 500 feet the supply of the elevated districts may be about the sea. 19. The actual quantity pumped, in each case,

is proportional to the quantity used, by the lower conduit, such as that which happened during | zone, and cannot be calculated independently But the lower zone includes by far the greater them the maximum effect. fore, take place again. I therefore recommend | part of the total population. The quantity that may thus be pumped will, in any case, be con-5. The surface of the water in the Tytam I siderable, probably in excess of the wants Datum. That of the Pokiulam Service-reservoir | any case there is an available source of power. | pressure, just as though the motor were not is 436 feet above mean-sea. Taking the level inffording a means of extending the area which of the Praya to be about 12 feet above Ordnance | can be supplied with water, without expenditure Datum, the pressure in the mains along that I for fuel, which is too considerable to be neglected

according as the supply were derived from the | therefore, briefly, as follows :- Tytam water will one or the other reservoir; or 161hs, per square | be distributed by two main-pipes, serving the lower and middle zones. One io" diameter 6. A pressure of about 100hs. to 120hs. per | already laid, down Garden Road, will serve the laged; the more so, in the case of lifts, which square inch, or 220 to 280 feet of water, is the eastern districts, the other of 14" will serve the highest to which house-services and fittings can | central portion of the lower zone, and the eastern be conveniently subjected continuously. Higher part of the middle or Caine Road zone, This pressures than these necessitate specially strong | pipe will run down the Albany Road to the and costly house-fittings, or exaggerate the waste | junction of Caine Road and Arbuthnot Road. due to their imperfection. The above mentioned | Here will be a connection to the existing Caine pressures are amply sufficient for fire-extinction, Road main. Immediately beyond this point the especially when, as in the present case, the pressure will be reduced, and a hydraulic-motor | is required to produce a given mechanical effect, pressure may, at a moment's notice, be supple- | and pumps fixed. From this point again the | and the working-parts must be large and costly. mented or augmented, by admitting water from | water for the lower central zone, will be carried | Then, the pressure in the mains of a town is more elevated districts. The true art of fire forward in a main running along Hollywood | ever varying, according to the consumption, so prevention consists, rather in the provision of Road, and ultimately joining the Pokfulam that not more than, perhaps, the half of the ample means for prompt application, than in lower-zone system. A large branch will be great quantity or very high pressure of water. carried, from Arbuthnot Road, down Pottinger | working machinery, Otherwise, the lift or With buildings of the ordinary height, efficient Street, to supply a main running from east to motor would be liable to cease working, whenfire-service is rendered, even with pressures west, along the Praya. To the westward this ever a fire-hydrant is opened, for the purpose of as low as 60 to 80 feet of water (26 lbs. to 342 | main will be connected to the Pokfulam system, to the eastward, with the Garden Road main and it will then be continued, gradually reducing ject divides the town into zones, according to the in size, to the castern extremity of the town. elevation of the ground. The lowest zone The pressure in the Garden-Road main will be extends from the sea to the ontour of 150 feet | reduced, near to the gardeners! houses, so that (approximately); from the Praya, to a little Des Vœux Road and Kennedy Road may be supplied, under full pressure. At this point also Motor

City Hall, it embraces the whole of the area, at | 21. On the west, the Pokiulam water will be Junction with the Peak supply, by enlarging the present, inhabited. The nex zone is between |conveyed from the filter-beds and service | main and increasing the engine-power. Specially reservoir, now under construction, through a 12" pally of the tenements adjoining Caine Road, main to the Bonham Road, a little to the west- laid throughout it e district, to which the power The third zone includes the remaining part, up | ward of West Street. Here the pressure will be | is to be supplied. reduction takes place, a connection will be made 8. The low-level zone is to be supplied from with the existing 10" main, to supply the western being expenses incurred in carrying out an ex- united throughout. The pressure is reduced to which may be called the Western Pumping there may be an opening for an undertaking of periment as to the possibility of successfully and the limit prescribed in para, 6, by reducing Station, the water for the lower zone will be this kind, which could, hower be most easily carried for a short distance eastward, along conducted by private enterprise.

Bonham Road, then northward, along the * Mr. Leigh has certificated the possible future consumption of

Western Street to High Street and down East Street, where it will connect to the Praya and Queen's Road mains, which will branch off eastward, and connect with the Tytam system, already described. The western branches will be carried out to West Point.

22. Thus, the whole of the lower zone may be supplied from either one or other source, and by suitable valves the supply may be divided over area, as may be most convenient. If, on the east, the consumption were to increase beyond that which the mains, now provided, can conveniently carry, then their conveying power could be easily increased, by constructing, near Morrison Hill, an Equilibrium Reservoir, capable of holding, say, 300,000 gallons; and connecting it with the extremity of the main. By equalising the flow, this reservoir would have the effect of an increase in the size of the pipes. Then again, a main will he doubt be required along the Kennedy Road, when the sites along it are sold. Similar arrangements for meeting and increased demand can be made; on the west extremity of the town, when that becomes necessary. Calculation shews that the proposed pipes are ample in size for present and even future wants; for many years to come. It might, however, be well to select and reserve sites for the Equilibrium Reservoirs at the extremities of the City, so that they may not be found occupied, when wanted.

23. The Motor No 3, at the Western Pumping Station, is mainly intended for the Peak supply. But it may be used to supply the Robinson Road district, in conjunction with, or in lieu of, Nos. 1 and a Motors, should they be stopped, from convenient latrine for grass-cutters and builders. | no part of the subject of this Report, and indeed 14. A district therefore exists already, and have not, as yet, been worked out. At a point duct, along it, westwards to the Robinson Road, where it will be joined to the existing mains, along that street.

24. The delivery-pipes of Nos. 1 and 2 Motors at what may be called the Garden Road and Glenealy Pumping Stations, will unite with each other; and with the Caine Road main, near to the point where it crosses the Glenealy stream. Thence, the water pumped by both motors will rise to a service reservoir, situated immediately behind Belilios Terrace, at the level 500, and having a capacity of 100,000 gallons. A pipe will also be carried up, from Motor No. 1 to a small service reservoir, at the level 700, at the side of the Peak Road, for the supply of Queen's Gardens. In this manner, the upper zone, like those below, will have a source of supply and a reservoir at each end, though, in this case, the principal, or normal source of supply is from

the Tytam Filter-beds. 25. The proposed Hydraulic Motors are exceedingly simple, and practically automatic wanting no attention, beyond an occasional oiling. Nevertheless, it is prudent to provide a steam-engine to replace the motors, if they are stopped by accident or designedly. The water supply from either of the aqueducts may, occasionally, be interrupted, on account of cleaning, alteration, or repairs. Moreover the quantity of water raised to the higher level, must always bear some fixed proportion to the consumption in the lower; and it may happen that the upper zone will, at times, require more than this fixed proportion. It will therefore be necessary to erect, at the Western Pumping Station, a steam-engine capable of pumping to the Peak, This engine will be almost identical with that for which a specification has been submitted in connection with a report on the Peak watersupply. With the steam-engine, the watersupply of the upper systems is practically secure. If the Pokiulam aqueduct is shut off, the steamengine can take Tytam water from the general system of main, and raise it to the Peak, or to the Robinson Road district. If the Tytam water is shut off, then the steam-engine can assist the western motor in supplying both districts.

26. The proposed motors are small, occupying about 5' o" by 3' o" floor space, so that no costly buildings are required for their reception. Judging from the cost of direct-acting steam. pumps, which they generally resemble in design they will cost, at the utmost, about 3,500 dollars each, delivered and fixed. It is not, I am aware, economical to use one and the same motor to pump, to different lifts, because the consumption of working-water is the same, whether the motor does its full, or a reduced duty. It may, hereafter, prove desirable to provide separate motors for different lifts, so as to utilise to the utmost the full available power. No. 1 Motor is that most urgently required to supply the houses along the Peak Road. I recommend that this should be provided at once, and also the steamengine for pumping to the Peak. With these, commenced at once and continued, without fear of interruption. The experience gained in working No. 1 Motor will be of the greatest use in designing the others, so so to obtain from

27. The reducing-valves, before mentioned. will be retained, in connection with the motors, so that if they stop, the valve will open and let the water pass on to the town at the reduced

28. The reduction of pressure has been objected to, on the ground that it diminishes the value of the water, as a source of power for working lifts and the like. I do not consider that the direct connection of hydraulic machinery with the water-mains, is a practice to be encourrequire large quantities of water, at irregular intervals. This tends to produce shocks and irregularities in pressure. The water used is. moreover, wasted. The pressure, even without reduction, some 200 lbs. per square inch, at the l'utmost, is insufficient to work motors; such as lifts, economically. A large quantity of water maximum pressure can be counted upon, for cleansing the mains,

"29. The usual pressure for working hydraulic machinery lifts, cranes, and the like, is about 700 bs, per square inch. The water, pumped to the Peak, when delivered at the Praya, would have a pressure of about 7:4 lbs. per square inch. If the distribution of mechanical power, by water under pressure, is to form part of the scheme, it will be most advantageously done, in conconstructed hydr ulic pressure mains must be

30. Special installations, for the hydraulic distribution of power, have been made in London. and other large commercial cities. "It may be that, when the Praya Extension is finished.

3'. I have now described the system, for the distribution of water, through the streets in Victoria, as devised by Mr. Cooper, and modified myself, with his assistance and concurrence. It

would take too long to describe, in detail, the accordance with the following principles: Every street will have a service-main; which will, wherever possible, be connected, at both ends. with a principal main, so as to avoid "dead-ends" where stagnation takes place and sediment accumulates. The branch, or service-mains. will be properly commanded by sluice-valves, so that they can be shut off in detail. Fire-hydrants will be fixed at street corners, and elsewhere, so that any dwelling may be commanded with a moderate length of hose (say 100 yards) as a maximum.

32. I strongly recommend that the firehydrants be reserved, strictly, for fire extinction, and the service of the waterworks. They are far too large, and afford too much water for street-watering; and fire-hose is too heavy and clumsy for this purpose. It is far more economical to provide, for street-watering, special small hydrants, at frequent intervals, connected. preferable, to a separate main of small diameter. Strada Reale, Malta, is not merely sprinkled. but the asphalt is thoroughly washed and scrubbed with brooms and squeegees, by means of a 11-inch hose provided with a 1" nozzle. The pressure there, is not more than about 70 feet. Here, probably, a 'I" hose would do all that is wanted. Such a small hose is much more easily manipulated than a full-size fire-hose. Indeed, these small hoses will aff rd a material addition to the fire protection, as a first line of defence; owing to the rapidity with which they may be coupled on, and brought to bear.

33. Having thus described the system for bringing the water to the d or of the house, the method of taking in and making available for its inhabitants, remains to be discussed. This, the most important link, in the whole chain of operations involves, not merely technical, but financial and legal considerations. It will therefore be discussed in a separate report which I shall shortly lay before you.

34. I have also to submit an estimate of the probable cost of the additional works, proposed for the supply of the upper districts; this will be ready in a few days.

35. In conclusion I beg to recommend that the works be commenced as soon as the pipes arrive. Whenever practicable, it will be well to execute both water and drainage works simultancously, in each street. I hope therefore to be able to report on some section of the drainage system, at an early date, so that if my recommendations are approved by Government, the double work may go on at once.

THE WATER-SUPPLY OF THE PEAK DISTRICT.

To the Honourable the Colonial Secretary. WATER AND DRAINAGE OFFICE, 30th January, 1890.

design and estimate for the water-supply of the general arrangement to the Gozo engine, manu-Peak District.

which the water is to be pumped up, from the | diate cylinders, of such diameters as to give 6 or Pokiulam filter-beds to the Peak; so the present | 7 expansions). Boiler pressure not to exceed report will only treat of the arrangements to be 120 lbs. per " over atmosphere. Cylinders to adopted for the distribution of water, within the | be steam-jacketted throughout; also, interme-Peak district, and for conveying it to Magazine | diate spices, whenever practicable. The engine Gap, and onward to Wanchai Gap. The con- is to be provided with a jet-condenser and airnection of these districts, with that of the Peak, pump. An extra price is to be quoted for should be temporary. They are so much lower, | providing a surface-condenser, and circulating-800 to 1,000 feet only, that when a large quantity | pump; in lieu of the jet condenser, so that the of water is consumed in them, it will be more town water may be used for condensation, and economical to pump it, direct and independently, I returned to the service-reservoir; in case that to their lower level, than to take it from the greater | gaugings show that the dry-weather flow of the elevation of the Peak. Matters have been so arranged that the separation may take place, at any time, without material alteration of the proposed system of pipes.

2. To command the whole of the Peak district, the water must be raised to an elevation of 1,750 feet above the sea. A small quantity, indeed, Pump; to be of the double-ram" type, with will be lifted to 1,820 feet. The high pressure yokes and side-rods. To be provided with resulting from these elevations permits the use | suction-bends to engine-house fluor, rose, suction of distributary pipes, of small diameter, 3" and and delivery-stop-backs, air-vessel, relief, or master determined to proceed on his voy ge, and 2" respectively. The reduction of diameter allows the use of wrought-iron piping, instead of cast-iron. At the prices quoted for recent orders. and taking into account the lesser weight of wrought-iron piping, and consequent reduction in freight and transport to the Peak, the primecost of wrought-iron piping, delivered, will be engine may draw and deliver to either side. little if at all, greater than that of cast, whilst the cost of laying it along the tortuous paths of the Peak district will be much less.

3. It is true that pressures will obtain in many places, considerably higher than the limit laid down for the water-supply system of Victoria. As regards the mains, this excess is of no importance because the tough and elastic wroughtiron is far better able to resist shocks, than the relatively brittle cast-iron.

4. In the case of the Peak District, also, the disadvantage of an excissive pressure, as regards house services, may be easily obviated. Almost every house has, or may easily provide, a cistern on the roof or on the hill-side near by; from which the baths and kitchen taps, and the like, may be supplied. A small wrought-iron pipe, strong enough to stand any pressure, will lead to the cistern, whilst the rest of the service may remain, as it is now. If the owner wishes Office, to-day to inquire into the circumto obtain water for drinking, direct and fresh stances attending the stranding of the British from the mains, without incurring the risk of steamship Felbridge, on the Paracels, on the contamination inherent to even the best cared- | 3rd instant. The court was constituted as provide for the purpose.

N.W. of Mountain Lodge. Here two branches | ship Euphraiss: will diverge. That to the S.W. will conduct the water to No. I tank at an elevation of 1,750 feet. bridge, said that the vessel was 1,336 tons This is intended for the general water-supply of | register, and was owned by Mr. W. R. Price. the whole district. The branch to the N.E., He lest Saigon on the 30th ult, with a sull cargo conducts the water to No. 2 tank, near to the of rice and paddy, with a crew of 24 all told. Signal Station. This is intended for the supply | The weather was then fine. Nothing happined of the Signal Station, the Eyric, and Rural until 4.30 a.m. on the ard instant. He was in Building Lots 58 and 59. As the consumption | the chart room, and heard the mate call out. | miles to the castwards. from this tank will be small, it will only be "The ship's aground." He went out on the point of divergence, the general supply being The afternoon previous he had taken observacontinued from No. 1 tank, in the meantime.

6. From the point of divergence, the 3" sho's position as 110 min. 42 secs, long, and general main is carried along the public road to lat. 14 min. 50 secs. At that time he marked the Victoria Gap; and onward to Plunkett's off the position, but did not rememb r the exact Gap. Here one pipe branc es off for Mount position. His course was N. E. magnetic Kellet; and the other for Plantation Road, from noon of the second instant. By com-Mount Kellet is surrounded by a 2" main, lead- pass there was no deviatio. His compasses results; and the log as kept by the mate was favourable comparison with the wretched roads ing to reservoir No. 3, on the slopes of the hill were last adjusted on the 16 h of October useless, and for all practical purposes might and wooden readways constructed by the faith, and defend its mission in the Christian at an elevation of 1,600 feet. The Plantation 1881, at Cardiff. He did not keep a book Road branch runs round by "Fung Shui"; and in which the daily observations were worked terminates in tank No. 4 also at about 1,600 feet. out. It was generally done on slips of paper. These two branches, again, are united by a 2" His vessel ran 199 miles by noon each day. He included also the manning of the Felbridge. sooner the mud swamps are filled in the better, toop-main, running along Mount Gough, and | had a barometer on board but there was no entry | She was a vessel of 1,336 tons register and | as the chances of the five thousand persons who | Apostolic See, and who have in this respect the loop roads. From this No. 5 tank, situated near of ts readings in the log. On the 3rd of May to The Bluff, at an elevation of 1,400 feet is the patent log shewed 193 miles on a N. by E. supplied. The system, so far, may be called course; on the 2nd 102 miles N. by E. Between the high-level system and is shown in blue lines. noon on the 2nd and 4.30 a.m. on the 3rd he on the plan. The red li es shew the riging-main considered his ship had run 148 miles. He from Pokfulam Filter-beds; and the branch to had one man on the look-out forward. Four. the No. 2, or Signal Station tank. The yellow | men were on deck in each watch, The men above stated the court are of opinion that the this would not have occurred again for some whom, thank God, Italy has always been a lines shew the low-level sys em, about to be had two hour "tricks" at the wheel and only casualty was caused by the wrongful default of time, nevertheless a festive Portuguese managed described.

a reserve in case of interruptions

no longer required in Victoria. Their joint capacity is about 45,000 gallons, which, for the present population, will give nearly two days!

9 I have not concentrated the storage at one point, but have distributed it over the district to be supplied, for the following reason. The total number of houses is limited and they are large Locally and momentarity, the consumption will no doubt, be at a much greater rate than the g neral rate of supply. When this takes place, the water will flow in two or more directions to the point of consumption, whereby a more fegular pressure will be maintained, than in the case where the whole comes from a single distant point only.

10. An estimate of the probable cost of this project is appended. 'It includes the total value of all pipes and materials required; with the cost of the steam-engine and boiler, and of the motor. But these machines will also be requisite for the supply of the upper zine of Victoria; so, at least, one-half of their cost might be debited to the water-supply of the City. I have the honour to be, Sir,

Your obedient Servant, (Signed), OSBERT CHADWICK.

ESTIMATE OF PROBABLE COST OF PEAK DISTRICT WATER-SUPPLY.

No,	Description.	Rate	Account	Total.
3,900	F et Streng Hydraulic Wrought iron Piping 3"	0.50	\$. 1,450,00	
12,661	Feet Best Steam Wrought from		i _	
16.310	Piping 3"	0.40	5,054.00	
.313	Piping " programment control	0.27	4,133.70	
	Benda, Tee's and Sundry Fit-	'	936,78	
. •	Sluice-valves, Hydrants, &c., Labour, and small Stores, in		711.70	٠.
•	exenvating, laying, jointing,	Ι,	1	
٠	carriage of materials to Peak, including taking down and			· , .
1.	re-erecting cast-iron tanks	1	8,623,50]
	otal		\$14,928.08	
	Add Contingencies to 0/0 8	ay	1,471,03	ľ . ,
	fotal Cost of Rising-main	and	16 100 40	, ,
	Distributary Pipes			\$10,400.00
Steam-engine, Pumps and Boiler				6,000.00 3,400.0
1	Hydraulic Motor and Pumps			
, .	Grand Total Cost of Peak	Wate	er-supply	\$27,000 00

OSB ORT CHADWICK. Water and Drainage Works office, 1st. February,

SPECIFICATION OF PUMPING-MACHINERY FOR PEAK WATER-SUPPLY.

Engine and Pumps. The engine and pumps to be one of James Simpson & Co.'s Triple-expansion Worthing-2,000 gallons per hour, to a height of 1,600 feet, Sir.—I have the honour to submit herewith a | including friction in mains. To be similar in factured by this firm. (Say 3" rams 10" stroke I. I have already described the manner in 14" low pressure cylinder, and high and intermestream, which it is proposed to use for condensation, is insufficient for the purpose.

The engine to be provided with steam stopvalve, cylinder and jacket-drain-cocks, indicatorcocks and all the usual fittings, together with vacuum-gauge, and visible-drop-lubricator. starting-pipe and cock, drain-cocks and all the arrived here (Hongkong) on the 8th of May. usual fittings as well' as a pressure-gauge, on springs. The suction and delivery-connections to be so arranged as to be reversible, so that the

The Boiler to be of Beeley's Field-tube type, constructed of steel throughout, to be suitable for connection to an independent chimney. in general arrangement similar to that provided for the Gozo Engine All usual mountings to be provided, and to be Dewrance's Asbestos-packed. The boiler should be tendered for separately. as it may be desirable to use an existing boiler. (Signed) OSBERT CHADWICK,

Consulting Engineer. Hongkong, 4th December, 1889

THE STRANDING OF THE "FELBRIDGE."

A Marine Court was held at the Harbour for cisterns, a small direct pipe and tap may be follows: -Com. Rumsey, R.N., Harbour Master, Lieut, Mills, R.N., Victor Emanuel; Captain 5. The rising main will be brought up by the Young, steamship Kutsang; Capt. Le Boutellier, nearest practicable route to a gap, a little to the steamship Benlarig; and Capt. Edwards, steam-

> John Ruthen, master of the steamship Feltions at 3 40 (he 2nd instant) which gave the

one hour on the "look out." All the deck hands | the master in that he navigated his vessel with to embezzie some \$2,000, was arrested, and 7. From No. 5 tank, a 2" pipe runs along the were European. When he went on the bridge insufficient care and neglected to allow for the poisoned himself; -he left an interesting docu-This may be called the low-level system, and is that extended almost three quarters of a mile. vessel from time to time on the course set; and for his friends in the next world. Magazine Gap. Its object is to regulate the the of the bridge, nine feet at bow, and date.

when a small portion only is laid, they will be was no water in the fore part. At daylight he ran a kedge out with 100 fathoms of 5 inch rope Later he put out another kedge, with 250 fathoms 5 inch rope affixed because the day of May 1890. other had parted. This was hove tight. He found the tide was falling, so stopped the engines. While lying there he accapied the time in jettisoning the cargo. She lay on the reef until morning of the 6th instant when she came off through the heaving rise of water and the lightening. She was making water 12 hours before she came off, in the fore peak and the No. 2 tank. In the fore peak there was about 4 feet and in the fore tank about 2 inches. After she came off he proceeded on his way, finding he could keep water down with pumps. He arrived here on the 8th instant. He had made the voyage from Singapore via Saigon to Hongkong before; but not from Saigon only. He was coming up a different track—the inside course—this time. He had not been on this particular course before. He observed but ver little current after leaving Saigon; but he had found some current setting about 5 to 6 miles to the westward first day. The following day he found at set to the eastward, for which made due allowance.

By Lieut, Mills :- He was 107 or 108 miles from the nearest danger at the time he took the bearings on the 2nd. He allowed a quarter of a point for the easterly set. He could see 3 or 4 miles at the time. The lookout man had not been warned to keep a good look out for reefs. He expected to pass 17 or 18 miles to the westward of the reef-the North Shoal.

By Capt. Edward :- He altered his course on the 3rd inst., allowing for an easterly set. His ship usually ran 81 to 9 knots per hour. From noon on the 1st up to noon on the 2nd their position showed a set of 21 miles to the east ward. From taking position at noon on the and to 4 30 a.m on the 3rd the current had set his ship 27 miles to the eastward taking the ship

on the shoals. George Day, chief mate of the Felbridge; said that it was in his watch when the shi struck on the and instant. They were steering North half East, at a speed of about 81 knots per hour. About 4 40 a.m. the helmsman said, "What is that? Is it a bank?" He replied that he thought it was a rain cloud to the northward. He then changed the course half a point to the castward. As soon as he saw the land he ran to call the Captain. That was after he had "ported." He took soundings around the ship and 'at half a ship's length from the vessel. Only the master took observations. He saw the ship's position marked off on the chart, on the 2nd instant at noon. He did not himself mark it off on the chart. He did not know what current there had been in the. 24 hours period from noon of the and to noon of the 3rd. He knew they were approaching the North ton Duplex pumping-engines; capable of raising | Shoals of Paracels. He understood the course would take them 17 or 18 miles off the northern shoals. The master told him so. When the captain altered the course to N. & East he (the mate) did not surmise in any way that it was on account of some currents. The Pole Star was visible during the night occasionally.

By Lieut. Mills :- From 9 am. to noon on the 2nd he made no allowance for currents. After adjourning the Court delivered the following

We find that the steamship Felbridge, official number 95,455, of London, of which John Ruthen is master, the number of whose certificate of competency as master is 14,389, left Saigon for Hongkong on the 3 th April with a full cargo of rice and paddy. That fine weather was experienced and nothing of note took place until the morning of the 3rd of May when at about 4 20 the ship struck on the North Shoal of the Paracel Group.

That she remained fast until the 6th instant about o a.m. when as a result of jettisoning . . . tons of cargo she came off, and as the vestel was not making more water than could be kept under by the pumps, the It appears from the evidence before the Court

air-vessel. The pump-valves and seats to be of that at 3 40 p.m. on the 2nd an observation for hard bronze; and provided with the necessary | longitude was made by the master and the result of this observation was to place the ship in longitude 110 42' East; the latitude at noon on that day being 14 9 50' North.

From this position a course of no th half east was steered with the calculation, the master states of passing from 17 to 18 miles west of the North Shoal.

On reference to chart No. 2661, however, it is found that a course of N. & E. carries off 17 or 18 miles west of the shoal and cutting the latitude which, it is stated, was obtained at noon v z: 14 deg. 50 min. North and which it may be assumed was correct, gives a longitude of 110 deg. 50 sec. E. or 10 miles east of the position determined by the captain for noon of that day.

Again working back from this position and allowing for a N.E. course from noon of the previous day it appears that a current of 33 miles in 24 hours or about 1.3 per hour to the eastwards was experienced between noon of the 1st and noon of the 2nd. The ship struck on North Shoal 16 hours after the noon observation of the 2nd instant, during which period

directly on it. The master states that the first day after the westward in twenty hours, but the follow- brought about chiefly owing to the Rajah's keen He does not appear, however, to have noticed which has descended to him from his distinif that was assuming his determined longitude | gush. to be correct, he had experienced a set of 20

would have been apparent.

his own unchecked observations, and his mate tobacco estates, most of whose roads &c. accepted them without investigating the master's | constructed by private enterprise will bear most have been altogether dispensed with.

The Court cannot fail to notice that this want o' provision for careful conduct of the ship anything but impressive (smells excepted) and the had, apart from the engine room staff, a total of have to live over these swamps perishing of eleven hands all told. The evidence of the mate | cholera or other epidemics are very great indeed. as to the distribution of duty "amongst" the three hands in his watch shows a state of again, -a short time back the clerk; of the things which may be said to court casualty.

After careful consideration of the circumstances and imprisoned. One would have thought that

supply. When the new mains are laid, indeed and aft. She had broken her bows in, but there performed his duty of keeping the log and his six months "in the jug."

neglect to acquaint himself with the conditions under which the ship was being navigated. Given under our hands at Hongkong the 30th

THE BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

These are days of fast steamers, keen business competition, trade revival, and so forth, but shipmasters and officers have to push along under much the same circumstances as were in vogue years and years ago. The strange anomaly of engineers' pay being about double that of deck officers is more glaring now han ever before, and should be modified, or at least receive some consideration from employers. More than any other professional man the deck officer carries his reputation and livelihood suspended by the thinnest of threads-years of honourable service, of professional renown, may perchance flee as the chaff before the summer breeze. One slight error, or so-called error, of judgment is sufficient to sweep away, as far as ship-owners are concerned, all his record of years of hard and meritorious service. This, however, is not so with the engineer; though he, of course, has responsibilities resting upon his shoulders too. These, however, are of a different kind, and besides, he is paid more than deck officers for undertaking them; and it is the latter, nevertheless, who have the full responsibility of taking the ship safely from port to port, whether the engines work well or break down entirely. That there is a good deal to call forth and

justify a certain amount of unrest in shipping circles must be admitted by those who study the signs of the times. The revival of any industry naturally induces a desire in the breasts of those who are its backbone to share in the general prosperity, and the all-round improvement in shipping furnishes a reasonable opportunity for employers and employed to meet each other in a spirit of reciprocity. That this is so, and that many of the leading shipping companies on the China coast have recognised the fact, is patent in the recent advances in pay conceded by Messrs. Douglas, Lapraik & Co., Jardine, Matheson and Co, Russell & Co., the Hongkong, Canton and Macao Steamship Company and the China Merchants' Steam Navigation Company to their officers and engineers. Exceptions, as of old prove the rule; and in this connection we are informed that one influential local firm has not yet followed the good example set by those we have just named. This reluctance to concede such a comparatively small point to their officers, shows that combination is necessary amongs sea-faring men, for even supposing all the coasting companie's had granted the increase in pay when it was first demanded (which they did not) what guarantee have the officers that the improved scale of wages will be maintained? So far as we can see, none whatever. It is, therefore, reasonable that deck officers, many of whom are married men with wives and families to support, should become apprehensive of the future and seek mutual protection under cover of a properly organised Association. They are driven to it by sheer force of circumstances. All fair-dealing shipowners must at once recognise the justice of paying fair and reasonable wages to their officers, and it will hardly be contended that the present remuneration to deck officers is sufficient for the nature and extent o the services rendered. Unfortunately, however for the deck officers, the supply in most parts o the world is far in excess of the demand; and this has given shipowners an almost unlimited selection and corresponding power to keep down if not actually reduce, the pay. These are stern facts which show that deck officers are perhaps more in need of a well-organized union

than any other class of men. Presuming that the recently constituted Hongkong Association will admit no proved incompetent officers as members, and that its leaders will endeavour to steer clear of serious difficulties with owners, then there can be but little doubt that there is a bright future before it-one of benefit both to employers and employed. There can be no question about the virtual necessity and value of a healthy, straightforward combination of virtual interests, but it is equally necessary to censure, should occasion arise, any abuse of power which may be the outcome of such combination. So long a the aspirations of the Association do not exceed the initiation of necessary reforms the sweeping away of abuses, and the maintenance of the proper dignity of the seaman's profession, we shall have pleasure in wishing i success in its pre-eminently legitimate cause, and in giving it our most cordial support:

BRITISH NORTH BORNEO. (FROM OUR CORRESPONDENT.)

SANDAKAN, May 6th, 1890. The recent annexation by Sir C. Brooke, Rajah of Sarawak, of a large portion of Brunel territory has been the subject of general comment. No | day by the weakening of religious sentiment, more deliberate breach of the Treaty with England can be imagined. Rajah Brooke has no more right to annex and part of Brunei without the consent of the Sultan than he has to annex Kowloon, and it is indeed high time that the future of the generations to come. if the current before experienced had continued | British Government should step in and protect the ship would be set rather more than 20 Brunei (which is under British protection) from miles to the eastwards, and as the course the greed of this modern filibuster. The steered was to take her only 17 or 18 miles to. "annexation" was accomplished with five more

The Sarawak Gasette, a paper published at leaving he experienced a set of six miles to the Rajah's expense says," the annexation was ing day he found a slight set to the east, sense of fairness and the philanthropic nature when laying down his position on the 2nd that | guished relation Sir James Brooke" and such like

Sarawak Government.

The E. & A. steamer Guthele, Captain S. Green, called bere on the 27th ult., and left again It thus appears that the casualty was brought on the 30th inst. She brought from Hongkong necessary to fill it occasionally, and this may be | bridge and asked the man at the helm what | about through due allowance not being made for | six auton and about 30 deck passengers, and done, at any moment, by means of valves at the course he was steering. He told him N. I E. a current which with more careful observation loaded timber, some 6000 cubic feet, for Sydney. Captain Green, who last visited Sandakan Speaking generally the evidence shows that some eight years ago, stated that he could see the method of conducting the navigation of the that substantial progress had been made, a Felbridge was not conducive to the detection fact with which he would have been more church and to the Pope. Be guided by those

Government. The appearance of Sandakan town on landing is

The police department has distinguished itself

orchics (***)

The judicial commissioner, Mr. L. P. Beaufort, in a case before him a few days ago between two Chinese condemned in severe language the practice of certain Europeans, who are not qualified advisers, who are constantly for the purposes of gain involving ignorant clients into legal squabbles. Mr. Beaufort has the support of every right minded person in his endeavours to stop unnecessary legal quarrels instigated by, I regret to say, some Europeans who make this sort of thing their business, whose room in this community would be better appreciated than

their presence. Here is a chance for some Hongkong speculative Chinaman. I am informed that the Government is prepared to grant a monopoly for a considerable period to any person who will bring some chairs and chair coolies into this place. fancy employment could be found for 15 or 20 chairs, at double the Hongkong fares or hire. Reports from most of the tobacco estates state that so far good weather has been experienced

for the operations of burning and hoeing. ·A few estates have suffered from coolies absconding who, although in many cases recantured, are owing to exposure in the forests and swamps usually in such wretched health that they

Mr. R. K. Leigh, of Messrs, Danby, Leigh and Orange, came here per steamer Guthrie. The firm are architects of the new hotel of the Borneo, Hotel and Stores Co. Ltd., the new Clubhouse, and several European houses which are about to be erected.

only swell the hospital patients and the death

THE POPE ATTACKS ITALY.

On April 20th the Pope received a deputation of five thousand Italian pilgrims in the hall over the vestibule of St. Peter's, being attended by twelve cardinals, twenty archbishops and bishops, and a crowd of the Roman nobility.

After the pilgrims had laid their address at his feet Leo XIII stood up and began his indictment of the Italian Government as follows "Among the grave solicitudes of the apostolic ministry which we exercise one of the bitterest and most poignant is that which concerns the condition of the church in Italy and the faith of FOR PORT DARWIN, QUEENSLAND the Italian people. If we have always to signalize the dangers which menace us, this time we have a motion more just to do so, as for some time now these perils have become more grave.

"Besides, the facts speak for themselves. The war which the satanic hatred of parties wages against the Catholic religion is openly sustained here by the public powers, which have declared in favor of these parties. The laws and acts which directly or indirectly concern the church and religion are in Italy made under the direct inspiration of these parties which all obey. Thereis, in fact, tangible evidence that the action of the public powers in ecclesiastical policy fully responds to their sectarian aspirations and their culpable designs which henceforth are no

"To any one it is sufficient to record the articles of the new Penal Code against the clergy, the scandals of June last, the discourse in Palermo, the proposed law on the opera-"Pio" and others which are in the course of preparation. It is the continuation of the war which was commenced by the destruction of the sovereignty of the pontiff, and which all along. its course manifests itself more and more in the intentions of the agitator, that is to say, in war a loutrance made without truce against religion and against the church of Jesus Christ.

"In the presence of this state of things the duty imposes itself on Italian Catholics of showing what they are with a bold front and uncovered visage in order to preserve the inestimable treasure of faith. There can be to-day only two camps clearly defined-the Catholic camp resolved to remain always united, at any price. to their bishops and to the Pope, and the camp of the enemy who fights against them. Those who, through cowardice, fear to show themselves, and who wish to remain between the two camps, only swell the ranks of the foe, as the divine

word tells us. "We cannot do less, beloved sons, than congratulate ourselves on the sincerity of your open profession of faith and to appreciate your homage and the protestation of your devotion to us. By this you not only fulfill a sacred religious duty, but you also give proofs that you are most sincere friends of your country. We know there are those who accuse you of being enemies of your country, but if one may judge between you and your accusers, according to the facts, one must look at the services which they pretend to have rendered to Italy, of which they claim to be the hest friends. They do everything they can to up-root religion from the hearts of Italians, which is the first benefit, or rather a treasure of immense wealth when the foundations of society totter to their overthrow.

. "Sound morals, on the purity of which depend the prosperity of families and the strength of nations, are profoundly corrupted from day to which is the soul and support of these, and if one adds to these the causes so strong and so numerous of every perversion in every sort of license, there is reason to be appalled at the

"We do not speak of material prosperity and wealth, for every one knows to what a miserable condition they are reduced now. We ask you who are the best friends of Italy, those who wish the westward of the shoal this would place her or less armed vessels flying the flag of the to see the country religious, devoted to morality, flourishing and blessed of God, or those who anatch from Italy all sources of blessing and prosperity? Those who wish to live in peace with the Pope and church and be both loved and respected abroad, or those who wish to ferment a most fatal conflict in the heart of Italy, which enfeebles her and exposes her continually to the gravest perils on the part of the enemy? Those who remain faithful to God and the faith of their ancestors, or those who would deliver the country over to the mercy of sectarian strife, the cvil effects of which let loose the passions of the multitude and leave society without defenders against the subversive elements which prevail?

"It is or this reason, beloved sons, that you should unite yourselves more and more to the of error. The master relied almost entirely on impressed had he visited some of the two most noble affections, love of religion and country, duties which latterly we have inculculated on Catholics. love of church and attachment to the faith, and make profession of that education of children.

"These duties, in this solemn circumstance, we remind you of, and we inculcate them snew on you, who are nearer than all others to the most particular duties, to fulfill them with constant fidelity. In bearing witness of your respect to the Roman Pontiff, and in your obedience to the Church be inspired by the noble examples department was convicted of mis-appropriation | left to you by the venerable Laxargo, of whom you have just spoken, and such other heroes, of prolific mother.

Finally, bear gently in your heart our liberty and the true independence which we demand Magazine Gap road; and on to Wanchai. Gap. he saw the ship was hard and fast on a reef set of the current in verifying the position of his ment in which he promised to do what he could said always will demand for our apostolic ministry, and of which the safeguard is placed in true shewn in yellow on the plan. No. 6 tank is He at once went full speed astern and sounded they therefore direct that his certificate be Nothing escapes our legislative council. We and real sovereignty. Let these words be placed at an elevation of ,100 feet, near to around the ship, fin ing 13 feet forward just on suspended for a period of three months from this have now an ordinance to protect hirds and graven deeply on your hearts. Bear them away with you and spread them in your districts. flow through the low-level system, and to provide | 34 fet abreast of the main mast. Astern of her The Court desires to express an opinion that Wou may endeavour to kill off some five Bear with you, too, the apostolic benediction, there was about 15 fathoms, of half a ship's the mate, George Day, who holds a certificate of thousand reople by leaving them exposed to the which we accord to you with boundless paternal 8. I propose to use the cast-iron tanks, from length from her. His ship was miking no competency as master No. ot 6140 is describing of abominable smells of mud and garbage, but kill love, and to you all here present, to your homes the Albany and Glenesly, for the Peak water. She was a double battomed ship, force consure for the careless manner in which he an orchid you may not, under a fine of \$500 or and your families, and to all Italian Catholics,"

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY. THE Company's Steamship

Captain G. Tayler, will be despatched for the above Ports, on MONDAY, the and June, at-For Freight or Passage, apply to RUSSELL & Co.,

"DIAMANTE,"

. Hongkong, 30th May, 1800. THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

General Managers.

FOR BANGKOK (DIRECT). THE Company's Steamship

"PHRA CHOM KLAO," Captain J. Fowler, will be despatched for the above Port, on TUESDAY, the 3rd June, at DAYLIGHT.

For Freight or Passage, apply to YUEN FAT HONG, Hongkong, 30th May, 1800.

STEAM TO STRAITS AND BOMBAY. (Calling at Colombo if sufficient inducement

THE P. & O. S. N. Co.'s Steamship

"TEHERAN"

Captain C. D. Sams, R.N.R., will leave for the above places, on SATURDAY, the 7th June, at DAYLIGHT. E. L. WOODIN,

Superintendent. Hongkong, 30th May, 1890.

CHINA NAVIGATION COMPANY, LIMITED.

PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

R. Nelson, Commander, will be despatched as above on THURSDAY, the 12th prox., at 5 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified

Surgeon is carried. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 30th May, 1890.

FOR NEW YORK. THE 3/3 L. I. L British Ship

"CHARLES S. WHITNEY," Bolt, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co., Hongkong, 30th May, 1890.

GOVERNMENT NOTIFICATION.

TNFORMATION has been received from the 'Military Authorities that ARTILLERY PRACTICE will take place from South Shore Battery, Stone Cutters' Island, from the 2nd to 16th proximo, between the hours of 6.30 A.M. and to A.M. daily (Sundays excepted). The line of fire will be in a South Westerly direction from the Battery.

All Ships, Junks, and other Vessels are cautioned to keep clear of the range. By Command.

W. M. DEANE, Acting Colonial Secretary. Colonial Secretary's Office. Hongkong, 20th May, 1890.

NOTICE OF CALL. THE BORNEO HOTEL AND STORES

COMPANY, LIMITED. TOTICE is bereby given that the FIRST IN CALL of Ten Dollars per Share in this Company is payable at the Office of the China-Borneo Company, Limited, Sandakan or Hongkong, on the 15th day of June, 1800, after which date Interest at the rate of 12 per cent, per

Annum will be charged. By Order of the Directors, CECIL FABRIS, Secretary.

SOCIETE FRANCAISE DES CHARBON-NAGES DU TONKIN.

THE GENERAL MEETING of SHARE-HOLDERS advertised to take place at NOON, has been postponed to THREE O'CLOCK in the Afternoon.

C. GEORG, Secretary.

Hongkong, 30th May, 1890. TO LET.

TTOUSE No. 6, Queen's Gardens. From 1st Apply to G. C. ANDERSON.

13, Praya Central. Hongkong, 30th May, 1890. NOTICE.

TOOARD and RESIDENCE for a Gentleman, D with a private family occupying a detached, airy house on the Caine Road.

Apply in the first instance to "M," ca Hongkong Telegraph Office. Hongkong, 30th May, 1890.

THE MACAO BATH-HOUSES.

TAR. T. J. COLLACO, in again establishing IVI "the Bath-houses at Macao for the summer season, respectfully solicits the patronage of the Foreign Communities of Hongkong and Canton, who, as occasional visitors, desire to enjoy a course of sea-bathing under the best possible circumstances. The accommodation has been made as comfortable and complete as circumstances will allow, and the charges are. as last year, fixed at a most moderate tariff.

A Bar will be one of the features of the establishment, where refreshments can be obtained at very low rates.

The Bath-houses will be opened from the 18th. inst, until the 30th September. BUBSCRIPTION:

Married couples Femilies 3.00 " Single bath, (towels, etc., included)... 0.30

THEOBALD J. COLLACO. Macao, 16th May, 1890.

REGULAR MEETING of the above named Lodge will be held in the FREEMAsons' HALL, Zetland Street, on MONDAY, the and June, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited. Hongkong, 24th May, 1890

To be Let.

KOWLOON.

TO BE LET FURNISHED, Within five minutes of the Launch.

DETACHED VILLA RESIDENCE containing a Drawing-room, Dining-room, Three Bed-rooms, Two Bath-rooms, Spacious Hall, and Good Kitchen and Boys' Quarters. Furnished in excellent taste, best European Furniture. Good Flower and Kitchen Garden, Tennis Ground. For 9 months from 1st July. For further particulars, apply to

W. S. MARTEN, 2. Duddell Street.

Hongkong, 27th May, 1890.

TOUSE No. 9, Upper Mosque Terrace. Possession 1st June. Gas and Water laid Apply to

E. McLEOD, Hongkong Hotel. Hongkong, 15th May, 1890.

TO LET. TOS. 25, 27, 31 and 35, ELGIN ROAD, behind the Old Union Church.

Apply to ACHEE & Co., 17, Queen's Road Central. Hongkong, 6th May, 1890.

TOUSES Nos. 71 and 77, Wyndham Street, each have 6 spacious Rooms.

Apply to THE HEAD SHROFF of the Chartered Bank of India, &c. Hongkong, 5th May, 1890.

TO BE LET. TIRST FLOOR of No. 3, Blue Buildings. From 1st June. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Victoria Buildings, Hongkong, 29th April, 1890.

TO LET. TO. 55, PEEL STREET.

EDWARD GEORGE. Hongkong, 22nd May, 1890.

TO LET. OOMS in "College Chambers." o. SEYMOUR TERRACE.
"STONEHENGE," Robinson Road, from 1st

DAVID SASSOON, SONS, &. Co. Hongkong, 16th April, 1890.

TO LET. TO. 14, BELILIOS TERRACE, from 1st

June, 1800. Apply to EZEKIEL & JOSEPH,

30, Queen's Road. Hongkong, 17th May, 1890. TO LET.

TO. 3, MORRISON HILL Entry, 1st June. " Apply to

G. C. ANDERSON. 13, Praya Central. Hongkong, 22nd April, 1800.

TO LET.

HOUSE in WEST TERRACE. immediate Entry. Apply to

G. C. ANDERSON, 13, Praya Central. Hongkong, 3rd May, 1890.

TO LET. NE LARGE ROOM on the Ground Floor of 13, Praya Central. Suitable for an

Apply to G. C. ANDERSON 13, Praya Central Hongkong, 28th March, 1800.

TO LET.

THE HOUSE No. 1. Magdalen Terrace. Magazine Gap, lately in occupation of Mr. LIND. Ren' \$100 a month.

JOHN J. FRANCIS. Hongkong, 14th May, 1890.

TO BE LET. Just below Peak Flagstaff.

DAHAR LODGE.—FURNISHED. HUGHES & EZRA.

Hongkong, 17th April: 1800 TO LET.

TIRST FLOOR of HOUSE, 15, Praya without delay. Central. 2ND FLOOR of HOUSE, No. 64, Queen's Road Central: Apply to

LAI HING & Co., No. 153, Queen's Road Central. Hongkong, 22nd March, 1800.

TO LET.

TOROM the 1st March, ROOMS suitable for OFFICES on the first floor of the PREMISES in Pedder's Street at present occupied by Caldbeck, MacGregor & Co.

Apply to the state of the state CRUICKSHANK & Co., Lt. Hamiskowa: 20th February, 1800

TO, LET. Possession from 1st June next, TOUSE No. 22, ELGIN TERBACE.

Apply to No. 24, Elgin Terrace. Hongkong, 7th May, 1890.

Intimations.

THE LABUK PLANTING COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE First Ordinary General MEETING of the above Company, will be held at the Hongkong Hotel, on THURSDAY, the 5th of June, 1890, at 3.30 P.M. for the presentation of the Report of the General Managers and Account to 30th April, 1890, and the transaction of any other business that can competently be brought before an Ordinary General Meeting. The TRANSFER BOOKS of the Company will be CLOSED from the 29th instant, to the

5th June, both days inclusive. TURNER & Co., General Managers. Hongkong, 27th May, 1890.

LIMITED. NOTICE is hereby given to Holders of Shares in the above Company on which Shares in the above Company on which the CALL of (4) Four Dollars per Share due 16th November, 1889, is still unpaid, that unless the said Call, with Interest at the rate of 12 per cent.

THE HONGKONG ELECTRIC COMPANY,

per annum from the due date, be paid on or before the 31st day of May next, at the Company's Offices, 6, Ice House Lane, the Shares in respect of which such call was made will be liable to be forseited, and under the provisions of Article X. Subsection VIII. of the Articles of Association, the Board will pass the necessary. resolutions for the forfeiture of the said Shares. By Order of the Board of Directors,

CHAS. F. HARTON, Acting Secretary. Hongkong, 15th May, 1890.

HONGKONG AND SHANGHAI BANKING CORPORATION.

TOTICE is hereby given that A SPECIAL or EXTRAORDINAY GENERAL MEETING of the SHAREHOLDERS of this Company will be held at the CITY HALL, Hongkong, on SATURDAY, the 31st day of May next, at noon, for the purpose of considering, and, if approved, of passing the following Resolu-

I-That the Capital of the Hongkong and Shanghai Banking Corporation be increased from \$7,500,000 to \$10,000,000 by the creation of 20,000 New Shares of \$125, to be issued at the price of £42 10s. Eastern Shareholders to pay for their allotments at the current rate of the day for Demand

Bills on London. 2-That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to the Shareholders in the proportion of one New. Share for every three Shares of which on the 31st May, 1890, they shall respectively be the Registered Holders, and that any New Shares not accepted by the Share-holders within the time limited by the Directors for that purpose, be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interest of the Com-

3-That payment of the sum of £42 tos. per share for each of the said New Shares be made as follows, viz :---£10 128.6d. on the 30th day of June, 1890

(10 125. 6d. , 31st March, 1891 4-That the Directors issue to Shareholders holding shares not a multiple of Three a Fractional certificate in respect of each share in excess of or below such multiple, and allot one new share to every person who shall produce three such Fractional Certificares on or before the 30th June, 1890, and

pay the first instalment in respect increor 5-That after payment of the first instalment and pending payment of the future instalments. Scrip Certificates in such form as the Directors may determine be issued respect of such New Shares, entitling the Holders on payment of the remaining instalments, and subject to such other terms as to approval, date for lodging Scrip Certificates, and otherwise as the Directors may prescribe, to be registered as the Holders of the Shares represented by such Scrip

Certificates respectively. 6-That interest at the rate of 5 per cent. Fer annum (free of income tax) be allowed out of the profits of the Company on all instalments paid in advance of the dates when the same become due and that from the 30th June, 1890, Holders of Scrip Certificates be entitled to participate in future dividends, in proportion to the amount of instalments paid up, on an equality with the other

Shareholders of the Company. 7—That interest at the rate of 8 per cent, per annum be charged on every instalment which shall not be punctually paid, and be paid with such instalments.

8.—That all moneys received from premiums on the said New Shares be added to the Reserve FOR THE HONGKONG AND SHANGHAI

HANKING CORPORATION. WADE GARD'NER. Acting Chief Manager. Hongkong, and April, 1890.

NOTICE.

THE Undersigned are prepared to supply and contract for TEAK, and Manila and Borneo TIMBER suitable for Piers. Wharves. Ship and House-building, Railway Sleepers and Carriages, Furniture, &c. MOLAVE, ARANGA and BILLIAN resist the attacks of the Seaworm and White Ant. Timber sawn to Specification either at Ports

of Shipment or at the Bowrington Sawmills. Hongkong. GIBB, LIVINGSTON & Co.

Hongkong, 21st May, 1890.

NOTICE

HONGKONG HOTEL OUSTOMERS are particularly requested to settle their OVERDUE ACCOUNTS

'R. TUCKER, Manager.

Hongkong, 28th May, 1890.

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED,

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders. Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says

"It is the best Disinfectant in use." W. G. HUMPHREYS & Co., Bank Buildings. Hongkong 19th June, 1888.

STEAMERS EXPECTED IN HONGKONG. AGENTS. STEAMERS. DATE DUE. TROM. Bisagno Singapore May 31st Carlowitz & Co. | Bombay...... June 2nd P. & O. S. N. Co. New York..... June and Adamson, Bell & Co. Singapore June and Siemssen & Co. San Francisco June 2nd O. & O. S. S. Co. Marseilles..... June 4th Messageries Maritimes Bombay...... June 9th P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.						
DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.			
London Marseilles, via Saigon, &c. Bremen, via Ports of Call. Genoa, via Bombay, &c. Vancouver, B.C., via N., &c. San Francisco, via Yhama San Francisco, via K., &c Port Darwin, &c Calcutta, via Straits. Craits and Bombay. Indakan and Kudat Ingkok Yokohama, via Nag., &c Nagasaki Tientsin Tientsin Tientsin Shanghai, Kobe, &c Manila, via Amoy. Pakhoi and Haiphong. Swatow, S'pore & Bangkok Coast Ports	Saghalien Neckar Bisagno Batavia City of Rio de Janeiro Gaelic Taiyuan Kutsang Teheran Memnon Phra Chom Klao Ancona Avochic Kwongsang Yiksang Sungkiang Natal Diamante Arethuse Chow Fa	Carlowitz & Co	June 5th, at noon. June 4th, at 4 p.m. June 7th, at noon. June 12th, at noon. June 3rd, at 1 p.m. June 14th, at 1 p.m. June 12th, at 5 p.m. To-morrow, at 3 p.m June 7th, daylight. About May 31st. June 3rd, daylight. To-morrow, at 5 p.m About June 7th. About June 7th. About June 3rd. June 4th. June 2nd, at 4 p.m. To-morrow, at 3 p.m. To-morrow, at 3 p.m. To-morrow, at 3 p.m. To-morrow, at 3 p.m.			
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Intimations.

EX S.S. "ROSETTA." TENT'S PITH, STRAW & FELT HATS.

SUMMER HOSIERY,

W. POWELL & CO.

Victoria Exchange, Hongkong, 13th May, 1890.

HONGKONG HIGH LEVEL TRAM-

SUMMER TIME TABLE. To table effect from 1st May.

The CARS RUN between St. John's Place and Victoria Gap as follows :-WEEK DAYS. 8 to 10 A.M. every quarter of an hour.

12 to 1 P.M. every quarter of an hour. I to 2 P.M. every half hour. 4 to 8 P.M. every quarter of an hour.

THURSDAYS. NIGHT TRAM at 10.30 and 11 P.M. SUNDAYS. CHURCH TRAM at 10.40 A.M.

12 (NOON) to 2 P.M. every quarter of an hour. 4 to 8 P.M. every quarter of an hour. 9, 10, 10 30 and 11 P.M. Special Cars may be obtained on application o the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office. MACEWEN, FRICKEL & Co., General Managers. Hongkong, 30th April, 1800

Mr./Unorr's Dose for Adults 15 to 35 grains troy)

S the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr, KNORR'

in red letters. Supplies constantly on hand at the China Export, Import, and Bank Co.-Sole Agents for Chius. Beware of spurious imitations!

Hongkong 20th May, 1880. THE HONGKONG LAND INVESTMENT 'AND AGENCY COMPANY, LIMITED. SUBSCRIBED CAPITAL\$5,000,000 PAID UP CAPITAL 2,500,000. RESERVE FUND 1,250,000.

BOARD OF DIRECTORS. Hon. J. J. KESWICK, Hon. C. P. CHATER, Managing Directors. Vice-Chairman.

S. C. MICHAELSEN, Esq. J. S. MOSES, Esq. G. E. NOBLE, Esq. POON PONG, Esq. D. R. SASSOON, Esq.

THE HONGKONG & SHANGHAL BANKING CORPORATION.

N / ONEY advanced on Mortgage, on Land, IVI and Buildings. Properties purchased and sold. Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted. Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

Secretary. Victoria Buildings, ... Hongkong, and May 1880 CAPTAIN GEORGE TAYLOR, INLAND SEA and JAPAN COAST PILOT

A. SHELTON HOOPER,

Telegraphic Address: POWERS, Nagazaki. Hongkong, 8th April, 1890.

CARBOLINEUM AVENARIUS, (REGISTERED).

A N ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to: Beams, Floors, Wainscoting, Wooden Ornaments, Eaves, Roois Wooden Sheds, Farmer's and Gardeners Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crum bling away and decay of both stone and bricks White ants do not touch wood painted with Carbolineum Avenarius. Used during the last 14 years with the utmost

success, as proved by numerous Testimonials of living authorities. Sold in casks of about 450 lbs. net, Price 8 cents per lb. For further particulars, apply to

, SCHEELE & Co., No. 16, Stanley Street Hongkong, 2nd December, 1889.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary. Hongkong, 25th August, 1885.

HONGKONG TIMBER YARD, WANCHAI. REGON PINE SPARS and LUMBER

- Always on Hand. L. MALLORY. Hongkong 24th June 4881.

A. G. GORDON & CO., LIMITED. LAUNCH BUILDERS.

INGINEERS. GENERAL GOVERNMENT and . CONTRACTORS, IRONMONGERS, COM-MISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:

BOWRINGTON, EAST POINT. OFFICE: 9. PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED, MARINE GLASSES and SPYGLASSES

OF PURE COD LIVER OIL With Hypophosphites of Lime & 80de.

PALATABLE AS MILK. The only preparation of COD LEVER OIL that can be taken readily and tolerated for a long time. AS A REMEDY FOR CONSUMPTION

BRONCHITIA, SCROPULOUS APPECTIONS

ANZERIA, GENERAL DESILITY, COUCHS AND THROAT APPROTIONS, AND ALL WASTING DISORDERS OF CHILDREN OF ADUI/TS it is marrellous in its results, "#6" Prescribed and endorsed by the best Physicians. SOLD BY ALL CHEMISTS Agents for China and Hongkong: Moseis, A. S. WATSON & Co. (LIMITED). Hongkong, coth December, 1888.

Intimations.

HONGKONG RIFLE ASSOCIATION.

THE KWOON KWAN YEEN CHAL-LENGE CUPS, value \$200 and \$100 respectively. Also two Consolation Cups value

\$100 cach. The 1st Stage of the Tenth Competition will take place TO-MORROW, the 31st May, at 3.30 p.m. Commence at the 300 yards. Entrance Fee 30 cents. A Launch will leave the P. & O. Wharf at

3.15 P.M., to take over intending Competitors. The Second Stage will be shot off on Saturday, the 7th June. C. VIVIAN LADDS. Hon, Secretary.

Hongkong, 27th May, 1890. THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY,

LIMITED.

THE Fourth Ordinary Half-yearly MEET-ING of SHARFHOLDERS in the above Company will be held at the Company's Office No. 9, Queen's Road Central, on MONDAY, the 16th of June, 1890, at 4 P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to the 30th September, 1880. The TRANSFER BOOKS will be CLOSED from the 3rd to 16th June, 1890, both days

inclusive. A. O'D. GOURDIN, Secretary. Hongkong, 20th May, 1800.

MARINE DRITISH MERCANTILE OFFICERS' ASSOCIATION OF HONGKONG.

This Association is formed for :-I.—The purpose of counteracting influences that are, and for a very long time have been, acting against the interests of officers of the British Mercantile II.—To watch over and guard the interests of

its members. III.—To maintain the proper dignity of the profession. N.B.—PUBLIC MEETINGS, of this Association will be held at 8 30 P.M., every TUES-DAY and FRIDAY, at No. 2, HIGH STREET-

All Masters and Officers are cordially invited By direction of the Committee. Hongkong, 28th May, 1800.

the temporary quarters—until further notice.

THE TRUST AND LOAN COMPANY OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

CAPITAL SUBSCRIBED£1,000,000 RESERVE FUND£40,000

BOARD OF DIRECTORS: WM. KESWICK (Messrs, Jardine, Matheson & Co.) Chairman. ADOLF VON ANDRE (Messrs, André, Mendel

EGBERT IVESON, (Messrs. Iveson & Co.) DAVID MCLEAN (Hongkong and Shanghai Banking Corporation). S. WYLLYS POMEROY (Messrs. Russell & Co.) F. D. SASSOON (late Messrs. David Sassoon, H. D. STEWART (Messrs. Stewart, Thomson

HONGKONG COMMITTEE: W. H. FORBES (Messrs, Russell & Co.) Chair-

Hon. J. J. KESWICK (Messrs. Jardine, Mathe-Hon, C. P. CHATER.

This Company is now prepared to make Loans or advances upon all kinds of Goods and upon approved Securities; and to transact the business provided for in the Memorandum of Association. For information, terms of business, &c., apply

DE WESTLEY LAYTON, Secretary, Victoria Buildings, Queen's Road.

Hongkong, 3rd May, 1890.

TOURISTS A RE cordially invited to call and inspect our choice collection of Japanese and Chinese

FINE ART CURIOS, which is unequaled in Every article guaranteed as represented. No trouble to show goods. One price only. DEAKIN BROS. & Co., 16 Bund, Yokohama, next door to

NOTICE. THOMAS KERR & CO. INGINEERS, BOILER-MAKERS

Farsari's Photographic Studio.

CONTRACTORS, YAU-MA-TI ENGINEERING WORKS Kowloon. Hongkong, 6th June, 1880.

CHS. I. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Volgtländer and Sohn's CELEBRATED OPERA GLASSES

No. 8, Queen,'s Road Central.

ARTISTIC DECORATOR, 2, DUDDELL STREET, HONGKONG.

Hongkong, 9th April, 1890.

LIMITED,

VICTORIA FOUNDRY, WANCHAI.

and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Ritablished 1880.

Hongkong, auth January, 1890,

For Sale.

FOR SALE.

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